AD-7: Enhance Surface Situational Awareness

Key Risks

- Operations fall back to the current mode when position sensors (e.g., GPS-based signal) are not providing adequate accuracy or integrity (depending on the complexity of surface application) or if there is a problem with onboard avionics.
- Failure on the part of UPS airline to start equipping it's fleet with SMM's, will significantly impact our ability to implement this capability or measure anticipated benefits.
- Contingent on continued funding, SF-21 must continue maturing the technology and deliver several critical items including:
    - Resolution of cockpit human factors/workload issues (heads-down time, surface clutter, day/night visibility, and display scale, heads up/down)
    - Development of "Call Sign" Procedure for initial use at SDF
    - Development of Map Data Base for top 60 airports
    - Operational Safety Assessment to support certification
- Managing change in the acceptance of new procedures based on new technologies, from both the ATC and aircraft operators' perspectives.
- Feasibility of procedures in mixed equipage environment.
- Beyond the initial applicant, expanding use SMM to enable this application at other airports.